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USSR EXPANDS OUTPUT OF SPARE PARTS FOR TRACTORS, FARM MACHINES

LENINGRADSKAYA OBLAST RECEIVES, PRODUCES TRACTOR SPARE PARTS -- Leningradskaya  
Pravda, 23 Sep 53

Leningradskaya Oblast receives an average of three carloads of tractor spare parts daily. These parts are produced by the Stalingrad, Kharkov, Rbtsovsk Altay, Lipetsk, and Minsk tractor plants; and by more than 60 Leningrad enterprises. In all, there are 211 suppliers of tractor spare parts. The [Moscow Motor Vehicle] Plant imeni Stalin, the Leningrad Kirov Tractor Plant, the Leningrad Carburetor Plant imeni Kuybyshev, and the Kiev Ekonomayzer Plant also supply tractor spare parts.

Besides supplying the oblast, the Leningradskaya Oblast Office of Glavmashbyt (Main Administration of Sales, Ministry of Machine Building USSR), also supplies its Tikhvin affiliate, and plans to open branches in Lodeynoye Pole, Luga, and Volosovo.

Moscow, Trud, 17 Oct 53

The Ekonomayzer, Vulkan, and Krasnyy Metallist plants in Leningrad have already fulfilled their 1953 plan for the production of tractor spare parts. The Plant imeni Stalin, the Carburetor Plant imeni Kuybyshev, and the Plant imeni Kotlyakov, all in Leningrad, have produced thousands of spare parts.

ASK BETTER SPARE-PARTS SUPPLY -- Minsk, Sovetskaya Belorussiya, 11 Oct 53

In 8 months of 1953, the Belorussian SSR office of Glavmashsbyt sold 2.1 times the amount of tractor spare parts that it sold in all of 1950.

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Some Belorussian SSR plants are doing a good job of supplying spare parts. The Vitebsk Machine Tool Building Plant imeni Kirov fulfilled its spare-parts plan for the ASKHTZ-NATI tractor for the entire products list. The Minsk Plant imeni Kirov fulfilled its 9-month plan for spare parts 87 percent and the Minsk Tractor Plant fulfilled its spare-parts plan 78 percent. The other eight Minsk plants assigned to the production of spare parts, and also plants in Mogilev, Gomel', and Vitebsk, have not fulfilled their plans even 50 percent.

The Minsk Udarnik Plant fulfilled its 9-month production plan but fulfilled its plan for decentralized production of tractor spare parts only 50 percent. The plant is holding up the production of several hundred badly needed parts for the DT-54 tractor.

The Minsk Plant imeni Voroshilov fulfilled its 9-month plan for spare parts only 8 percent; the Minsk Motorcycle and Bicycle Plant fulfilled its plant only 40 percent; and the Minsk Motor Vehicle Plant fulfilled its plan only 44 percent.

Bondarenko, director of the Minsk Railroad Car Repair Plant imeni Myasnikov, and Sarychev, director of the Minsk Motor Vehicle Repair Plant, refused to conclude agreements for decentralized production of spare parts with the republic office of Glavmashsbyt. As a result, MTS are short hundreds of rollers for S-80 tractors and side transmission gears for ASKHTZ-NATI tractors.

The Vitebsk Tool Grinding Machine Plant, the Gomel' Ship Repair Plant, and other plants have not yet started producing spare parts, which leaves MTS short 3,000 parts. Enterprises of the ministries of local and fuel industries have not carried out their spare-parts assignments.

The directors of the Gomel' Gomsel'mash Agricultural Machine Building Plant, the Gomel' Ship Repair Plant, and the Minsk Motor Vehicle Plant attribute their failures to produce spare parts to shortages of the proper shapes of rolled stock, but this is not a valid excuse.

The Gomel' Dvigatel' (Engine) Revolyutsii Plant, which is actually a workshop, casts side transmission housings in its foundry. It would have been much easier to organize the production of these housings at the Minsk Motor Vehicle Plant.

Directors of enterprises have been unwilling to organize the output of new products, especially tractor spare parts. -- V. Volod'ko, chief of the Planning Division; D. Vershinin, chief of the Operations Division; both of the Belorussian SSR office of Glavmashsbyt

CHELYABINSK PLANT FAILS TO PRODUCE TRACTOR SPARE PARTS -- Moscow, Izvestiya, 13 Oct 53

The Chelyabinsk Tractor Plant, which produces the S-80 tractor, is also the chief producer of spare parts for this tractor. However, the plant management considers spare-parts production a secondary matter. When there was a shortage of reduction gear glands on the assembly line at the end of September, 100 glands that were ready for shipment to MTS as spare parts were called back from the warehouse and used for assembly. The same situation existed in October.

After many months of nonfulfillment, the plant fulfilled its September plan for gross and commodity production. Nevertheless, frantic requests for spare parts continued to pour in to Skachkov, plant director.

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The Moldavian SSR office of Glavmashsbyt in Kishinev did not receive the 50 cylinder heads allotted to the republic for the third quarter 1953.

In 1953, the plant has failed to deliver 13 million rubles' worth of spare parts, and has a huge backlog of orders for 72 type designations of parts. In the first 9 months of 1953, the plant failed to produce more than 600,000 piston rings; more than 11,000 track roller shafts; 3,500 cylinder heads; and a large quantity of starting engines, reduction gears, and fuel injectors. At the same time, some shops at the plant are overproducing such parts as transmissions, brackets, and rollers in order to boost the total figures for gross output.

Many shop chiefs complain about the plant's supply services. Buyerakov, deputy chief of the Metals Division of the plant, complains that the Magnitogorsk, Chelyabinsk, Novosibirsk, Zlatoust, Zaporozh'ye Zaporozhstal', and Stalingrad Krasnyy Oktyabr' metallurgical plants are not providing the plant with an adequate supply of metal. While there is some justification for this complaint, the Metals Division itself is also to blame for stoppages of materials and equipment because its workers do not always know what materials are on hand.

Plant Director Skachkov and Chief Engineer Kritsyn admit that poor work in iron foundry No 2 is holding up the production of piston rings, but this is not the only bottleneck. The starting engines shop, headed by Suntsev, fulfilled its spare-parts plan for the first 7 months of 1953 only 73 percent. Of the 27 type designations of spare parts it produces, the shop chronically fails to meet the plan for 15 type designations.

Rejects are high, amounting to 25 million rubles for the entire plant. One out of ten tractor wheels cast by the steel foundry is rejected. Iron foundry No 1 turns out many defective engine blocks. The plant loses hundreds of thousands of rubles because storage facilities for spare parts are inadequate. Parts are piled up carelessly outside the plant, and exposed to rain and snow. On 6 October 1953, a shipment of tractor engines was halted because they had rusted after prolonged exposure.

Moscow, Pravda, 17 Oct 53

Two out of eight electric furnaces at the Chelyabinsk Tractor Plant do not normally operate because of so-called electric-power limitations. These two furnaces are pressed into service only when one of the other furnaces has been shut down for major repairs. If all eight electric furnaces at the plant were operated at full capacity, the plant could turn out additional tens of thousands of tons of high-grade steel in 1953. However, instead of utilizing these reserves, the plant is obtaining the steel from the Magnitogorsk and Zlatoust metallurgical plants.

Moscow, Trud, 17 Oct 53

In the first 14 days of October, the Chelyabinsk Tractor Plant turned out the following amounts of above-plan output: 194 cylinder heads, 84,470 compression and oil piston rings, and 1,360 cylinder liners.

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PLANTS INCREASE OUTPUT OF TRACTOR, FARM MACHINE SPARE PARTS -- Kiev, Pravda  
Ukrainy, 16 Sep 53

The Kiev Plant imeni Lipse has set up a constant flow line for producing cylinder sleeves for KD-35 tractors. This production line will make it possible to turn out an additional 100,000 cylinder sleeves in 1953.

Minsk, Sovetskaya Belorussiya, 2 Oct 53

The Mogilev Locomobile Plant has produced several hundred water pump housings for DT-54 tractors. The Vitebsk Tool Grinding Machine Plant, which makes gears for the ASKHTZ-NATI and Universal tractors, has not been fulfilling its assignment.

Moscow, Trud, 7 Oct 53

The Kishinev Machinery Plant imeni Kotovskiy and the Kishinev Machinery Plant imeni Kirov have organized the output of over 100 type designations of spare parts for tractors and agricultural machines. They also produce wind-driven generators, pumps, and other machines.

The Bel'tsy Repair Plant helps MTS repair tractors and combines.

Moscow, Izvestiya, 8 Oct 53

The Moscow Brake Plant has exceeded its plan for producing tractor spare parts for the first 9 months of 1953.

Moscow, Pravda, 10 Oct 53

In the first 9 months of 1953, the Yerevan Avtodetal' (Motor Vehicle Parts) Plant produced twice as many tractor spare parts as it did in the first 9 months of 1952. The plant makes gear clusters for the KD-12 [sic; should be KT-12] tractor, and will soon start producing spare parts for agricultural implements.

Moscow, Vechernyaya Moskva, 12 Oct 53

The Moscow Ressora (Springs) Plant has promised to produce an additional 100,000 rubles' worth of spare parts for agricultural machines in October. Since the beginning of October, the plant has shipped about 18,000 springs to MTS and kolkhozes. Today, a consignment of 1,500 springs was shipped to Kostromskaya, Kirovskaya, Ul'yanovskaya, and other oblasts.

Moscow, Komsomol'skaya Pravda, 16 Oct 53

The Leningrad Krasnyy Metallist Plant makes geared drums for tractors. Recently, the plant received a request for additional parts from offices of Glavavtotraktorosbyt (Main Administration of Motor Vehicle and Tractor Sales), and decided to make 300 more geared drums before the end of 1953.

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Moscow, Trud, 18 Oct 53

The Khar'kov Tractor Plant is producing above-plan tractors and tractor spare parts.

The Omsk Porshen' (Piston) Plant produced 35,000 diesel tractor pistons and 40,000 other spare parts above its 9-month plan.

Moscow, Trud, 18 Oct 53

During the first 8 months of 1953, the Rubtsovsk Altay Tractor Plant failed to produce a large quantity of spare parts for machines used in agriculture because men and machines were idle, and the number of rejected items was great.

Moscow, Vecherniyaya Moskva, 19 Oct 53

The Moscow Plant imeni Budenny has shipped more than 700 sets of hydraulic lift mechanisms for tractors above the plan for the first 10 months of 1953.

Moscow, Moskovskaya Pravda, 22 Oct 53

Machine assembly shop No 5 of the Moscow Motor Vehicle Plant imeni Stalin has been assigned the production of 2,200 hay stacker gears. The shop is turning out 150 gears daily, but will put on three shifts so that it can produce even more gears.

Machine assembly shop No 3 is making small shafts for tractors.

The malleable iron foundry is making parts for potato diggers.

Moscow, Trud, 27 Oct 53

The Sverdlovsk Transport Machine Building Plant is shipping spare parts for tractors at twice the rate maintained in the first half of 1953.

Stalinabad, Kommunist Tadzhikistan, 4 Nov 53

The Stalinabad [Traktorodetal' (Tractor Parts)] Plant imeni Ordzhonikidze has not been filling orders for MTS, has stopped making spare parts for S-80 tractors, and is turning out defective output.

The Stalinabad Repair Plant (Samarskiy, director) has repaired only 5 out of 70 motors and is doing poor work.

Vil'nyus, Sovetskaya Litva, 11 Nov 53

The Leningrad Motor Repair Plant, Ministry of Agriculture and Procurement USSR, has produced more than 15,000 tractor spare parts in 1953.

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